



PLANNING COMMITTEE REPORT

TO: Planning Committee South

BY: Head of Development

DATE: 15th January 2019

DEVELOPMENT: Proposed change of use of land to accommodate two traveller pitches including ancillary accommodation and parking.

SITE: Fryern Park Farm Fryern Park Fryern Road Storrington Pulborough West Sussex RH20 4FF

WARD: Chantry

APPLICATION: DC/18/2084

APPLICANT: **Name:** John Smith **Address:** c/o agent

REASON FOR INCLUSION ON THE AGENDA: More than 8 letters of representation have been received within the consultation period with a view contrary to the recommendation.

RECOMMENDATION: To grant permission subject to conditions

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.2 The application seeks consent for the siting of two permanent Gypsy pitches, along with the creation of two timber-clad dayrooms, hard standing for vehicles and provision of parking for a touring van. Parking is to be located directly adjacent to the new vehicular entrance along the southern side of the site, with new screening and landscaping elements provided.
- 1.3 The mobile home pitches are indicated as being some 11.3m x 3.66 (Plot A) and 8.6m x 3.04m (Plot B). Plot A would be sited to the western end of the site, whilst Plot B would be set some 3m off the southern boundary adjacent to the parking / access area.
- 1.4 The associated dayrooms would each be 9m x 4.5m with a dual-pitch roof some 3.6m high, clad in dark-stained timber boarding with a reconstituted slate roof. Internally, the dayrooms would each provide a lobby area, bathroom, laundry room, and open plan day room / kitchen, with windows in the east, west and southern sides. The dayrooms would each be sited alongside the northern site boundary.

DESCRIPTION OF THE SITE

- 1.5 The application site is a narrow strip of land that runs alongside the northern edge of a lane that is a designated public right of way (Footpath No.2647), and which provides access to a number of residential properties and land holdings which appear to have dominant equine usages. The immediately adjacent land pattern is one of sub-divided fields to form fenced paddocks. The lane itself is defined in this area by a high and dense hedge to both sides.
- 1.6 The site itself is about 67m x 14m. An existing gated vehicular access has been formed to the south-western corner of the site, and the site visit revealed that an additional vehicular access point has been created along the southern side of the plot, leading to a break in the hedgerow of some 13m with a new timber post and rail fence backed by newly planted shrubs.
- 1.7 The site visit also revealed that two mobile homes are already sited on the plot, broadly in the location of the proposed mobile homes, although these are currently connected with the construction works that have commenced on the adjacent site, to form the stable and hay barn under permission (DC/16/1659). The approved site area and vehicular access to the approved development incorporated a part of the current application site.
- 1.8 The site visit also revealed a reasonably level area within the site, which has been covered with a gravel-type surface. The close-boarded fence is around 1.6m in height and lies within the site boundary.
- 1.9 The submitted land ownership declaration indicates that the applicant owns the adjacent site (stable development to the north) as well as the wider pasture / paddock land to the east up to Fryern Road.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

The following Policies are considered to be relevant to the assessment of this application:

2.2 **National Planning Policy Framework**

2.3 **Horsham District Planning Framework (HDPF 2015)**

Policy 1 - Strategic Policy: Sustainable Development

Policy 2 - Strategic Policy: Strategic Development

Policy 3 - Strategic Policy: Development Hierarchy

Policy 21 - Strategic Policy: Gypsy and Traveller Sites Allocations

Policy 22 - Gypsy and Traveller Sites

Policy 23 - Strategic Policy: Gypsy and Traveller Accommodation

Policy 24 - Strategic Policy: Environmental Protection

Policy 25 - Strategic Policy: The Natural Environment and Landscape Character

Policy 26 - Strategic Policy: Countryside Protection

Policy 31 - Green Infrastructure and Biodiversity

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 40 - Sustainable Transport

Policy 41 - Parking

Policy 42 - Strategic Policy: Inclusive Communities

2.4 Supplementary Planning Guidance:
Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) - Preferred Strategy

2.5 **RELEVANT NEIGHBOURHOOD PLAN**
A Draft Plan has been submitted for the Storrington, Sullington & Washington Neighbourhood Plan 2017-2031. A public hearing was held in September to address matters raised by the Inspectorate regarding the Draft Plan. The Inspector's comments were received on 22nd November 2018.

Policy 8: Countryside Protection
Policy 9: Green Gaps

2.6 PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/16/1659	Proposed erection of replacement 4 bay stable and hay barn for the rehabilitation of race horses	Application Permitted on 24.10.2016
DISC/15/0376	Discharge of condition 4 on DC/12/1660	Application Permitted on 01.03.2016
DC/15/1982	Erection of 6 bay stable and hay barn, along with sand school for the rehabilitation of injured race horses	Application Refused on 19.02.2016
DC/15/1088	Repair and improvement of existing track	Application Refused on 16.07.2015
DC/13/2118	Replacement of existing fire damaged stables with a five bay stable block with tack room and WC.	Withdrawn Application on 18.09.2014
DC/13/1006	Construction of five bay stable block with tackroom and WC, storage barn and sand school	Withdrawn Application on 19.08.2013
DC/12/1660	Proposed manure store	Application Permitted on 08.11.2012

3. OUTCOME OF CONSULTATIONS

3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

INTERNAL CONSULTATIONS

3.2 **HDC Strategic Planning:** Comment:-

- The production of Horsham District Council's "Gypsy, Traveller & Travelling Showpeople Draft Site Allocations Development Plan Document" has been delayed because the owner of one of the sites proposed in the Preferred Strategy published in December 2017 confirmed that their site was no longer available for Gypsy and Traveller use. This meant that the Council could no longer demonstrate that it met its

identified 10 year Gypsy and Traveller pitch requirement. The Proposed Submission Gypsy, Traveller & Travelling Showpeople Site Allocation document was therefore withdrawn from the agenda for the Cabinet meeting on 24 May 2018. Horsham District Council is continuing to assess alternative sites to meet the identified Gypsy and Traveller pitch need in the District and is actively working towards meeting these needs.

- Fryern Park Farm, Fryern Road Storrington was initially included in the draft Gypsy, Traveller & Travelling Showpeople Document that was published in April 2017 as a Draft Site Allocation for 3-5 pitches. At this stage, the recommendation was that it was considered that the site "would be suitable for allocation for between 3 and 5 pitches, although further work would be required in relation to both landscaping and the vehicular access to the site".
- It is noted, however, that the Fryern Park Farm site that included in the consultation document did not have precisely the same site boundaries as the current planning application. The land that was consulted on in April 2017 and included in the Sustainability Appraisal which accompanied the Preferred Strategy published in December 2017 was the land to the immediate north of the current application site - The decision not to include the Fryern Park Farm site in the Preferred Strategy in December 2017 was due to concerns over access: West Sussex County Council had confirmed that "access to the site from the public highway (Fryern Road) was too narrow to allow two opposing vehicles to pass". In addition, "the access track was not owned by the applicant, meaning that access would likely be required, causing land ownership issues".
- It is acknowledged that most of the sites allocated through Policy 21 of the HDPF have yet to come forward, or are no longer available for Gypsy and Traveller accommodation. The Council is therefore currently unable to demonstrate an up-to-date 5 year supply of deliverable sites. This is a significant consideration in terms of the determination of this planning application and would weigh in favour of the proposal, provided that the proposed development does not significantly depart from the criteria laid out in policy 23 of the HDPF and the PPTS.
- In terms of compliance with policy 23 (1) of the HDPF, it is noted that part (d) states that the site should be located in or near to existing settlements, within a reasonable distance of a range of local services and community facilities, in particular schools and essential health services. In this case, the application site is located approximately 200m to the north of the Built-up Area Boundary of Storrington. Storrington is classified as a "Small Town and Larger Village" under Policy 3 of the HDPF. Small Towns and Larger Villages are defined as "settlements with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail/and or bus services." Storrington has a number of schools (Primary and Secondary [years 7 & 8]) and a doctor's practice within its Built-Up Area Boundary. Storrington First School is located approximately 600m to the south of the application site, and the Glebe surgery is located approximately half a mile to the south of the application site. It is noted that there are bus stops at the junction of Fryern Road and the private road leading to Fryern Park Farm.
- In addition, the Case Officer should pay particular attention to policy 23 (1) (b) and (e) of the HDPF in relation to highway safety and landscape. Both of these policies are of particular significance, given the comments raised to the proposed draft allocation of the site in the April 2017 Draft Gypsy & Traveller DPD. The Case Officer must be satisfied that the access issues raised by West Sussex County Council to the draft DPD in June 2017, and the related land ownership issues, have been satisfactorily addressed by the applicant in this application. The Case Officer should also seek comments from the Council's Senior Landscape Officer, given that this site sits outside of the Built Up Area Boundary, in the countryside. It is also noted that the application

seeks to provide 2 dayrooms on site. The Case Officer should be satisfied that both of these dayrooms are required.

3.3 **HDC Environmental Health:** No Objection:-

- Conditions to secure means of sewerage and surface water treatment, external lighting, no burning, refuse / recycling details
- A site licence will also be required

OUTSIDE AGENCIES

3.4 **WSSC Highways:** No Objections:-

- West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under DC/15/1088 for repair and improvement of existing track to which no highways objections were raised but was refused by the Local Planning Authority (LPA). An enforcement notice was also served following the refusal of this.
- The current application is for change of use of land currently a yard to 2 x traveller pitches with accommodation and parking (3 x spaces). Fryern Road is 'C' classified local distributor road subject to a 30mph speed restriction in this location. Approximately 50 metre north of the site access the speed limit changes to 60 mph.
- The applicant has demonstrated splays of 2.4m by 215m to the north and 2.4m by 43m to the south. From an inspection of WSSC mapping the splay to the north appears to go through third party land. With use of blue edged applicant owned land and highway boundary only the achievable splay is approximately 100m. Considering the fence line and hedging using the highway verge only would attain approximately 54m - equivalent to a travelling speed of 35 mph. Considering that cars travelling southbound will be entering the 30mph the LHA consider that the existing access affords sufficient visibility on to the public highway. Furthermore, the private access road serves a number of existing properties and two additional residential units are not anticipated to detrimentally alter the safe operation of this. Whilst an inspection of accident data reveals one recorded injury accident to the north, an inspection of this data reveals that this was not related to the access or the operation of the nearby road network. There is no evidence to suggest the access has been operating unsafely or that the proposals will change this.
- Based on plans being withdrawn which indicated widening works to the access lane, the LHA does not raise any transport grounds to resist the proposal.
- The LHA is mindful that the mobile units are already on site and that the lane has an existing use for equestrian vehicles etc. and has been operating without evidence of highway safety concern. The new passing bay will improve access amenity for users of the private lane.
- The LHA does not consider that the proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

3.5 **Southern Water:** Comment:-

- A public water distribution main runs along part of the access lane, so its final position needs to be determined prior to any development works. If found to be impacted by the works, adequate protection of the existing infrastructure will be required.
- The Environment Agency will need to be consulted directly by the applicant with regard to the use of a septic tank drainage
- The applicant may also wish to explore the option of connecting to the nearby public sewer - Formal application required from Southern Water to connect to a sewer

PUBLIC CONSULTATIONS

3.6 **Parish Council:** Objection:-

- Members are aware of a number of enforcement issues regarding this site, which had not been resolved, including the installation of two static caravans within the compound, a truck and various vehicles - all without permission.
- Members feel the proposal is hugely intrusive and the material objections raised before i.e. access being via a single track private road which was unsuitable for heavy traffic as it is a PROW that is heavily used by walkers, horse-riders, runners and cyclists.
- Access onto Fryern Road from the site is dangerous and this has not been resolved.
- The proposal is contrary to Policy 26 of the HDPF.
- The site is not in the Neighbourhood Plan for development and the area forms part of the green space to be protected in the Neighbourhood Plan.

3.7 There have also been some 19 representations which set out the following objections:-

- Policy: Site designated in Neighbourhood Plan as 'open space' / 'Green Gap' between Storrington and West Chiltington
- Policy: Site not designated for traveller use - previous refusal for similar refused, cumulative impact of previous approval for similar on a nearby site (Fryern Road) - Application DC/15/2815, create a precedent for future / wider residential use or intensification
- History of Enforcement Action on the site
- Harm to character: loss of vegetation and trees, use of close-boarded fence, urbanisation, height of existing mobile homes on the land, reference to a 'bus' in visitor parking area, loss of views across existing open fields, heavy machinery being on the site, existing nature of 'development' on the site, tent on adjacent land, proposal clearly for 4 dwellings (scale of day-rooms)
- Highway impact: Restricted access along Fryern Park Lane - narrow lane - well used by pedestrians, cyclists, ramblers, dog walkers of all ages, exit onto Fryern Road narrow with poor sightlines, misleading traffic / access diagrams provided
- Better to close up all existing accessed and create new one in NE corner off Fryern Road

3.8 There are some 8 letters of support for the proposal:-

- Policy: Local need for gypsy and traveller accommodation
- Policy: Neighbourhood Plan still at third review so not adopted formally - unaware of the site being designated as open space
- Visual Improvements: Maintenance of hedges, and trees new access creates additional needed passing bay along lane, none of the trees subject to TPO and some were old and unstable so improvements to potential safety of walkers along lane, secluded visual impact

- Access: Lane used for traffic to existing properties, land and well used by horse boxes, no verified accidents at junction held by WSCC and Sussex Police, Lane has been 'adopted' so all users have full rights to use / still private
- Reasonable desire to have accommodation / staff to support adjacent stables

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS

- 4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

6. PLANNING ASSESSMENTS

Principle of Development:

- 6.1 The revised NPPF seeks to foster 'sustainable development' which includes a social objective, in seeking to ensure that sufficient number and range of homes can be provided to meet the needs of present and future generations. In considering the provision of rural housing, the NPPF advises that decisions should reflect local needs.
- 6.2 To be read alongside the NPPF, paragraph 27 of the 'Planning Policy for Traveller Sites' (PPTS) states that if a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites; this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission.
- 6.3 In terms of local planning policy, Policy 21 of the HDPF: 'Gypsy and Traveller Site Allocations' makes provision for 39 net additional permanent residential pitches for Gypsies and Travellers within the period 2011-2017 in order to fulfil the backlog of unmet need identified through the Council's current Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2013). The policy confirms that Horsham District Council will make provision for further pitches over the rest of the Plan period from 2017 to 2031 in a Site Allocations DPD. However, it is currently acknowledged that a number of sites allocated through Policy 21 of the HDPF have yet to come forward and therefore, the Council is currently unable to demonstrate an up-to-date 5 year supply of deliverable sites. This is a significant consideration in terms of the determination of this planning application.
- 6.4 Therefore, a significant degree of consideration must be given to the 2015 government document PPTS, which is to be read alongside the NPPF. Policy H (Determining planning applications for traveller sites) sets out the following points:
- o Para 23 states that applications should be assessed and determined in accordance with the presumption in favour of sustainable development, the application of specific policies in the NPPF and the PPTS document.
 - o Para 24 requires Local Planning Authorities to consider the existing level of local provision and need for sites, along with the availability (or lack) of alternative sites for the applicants, and other personal circumstances of the applicant.
 - o Para 25 advises Local Planning Authorities to strictly limit new travellers sites in open countryside that is away from existing settlements or outside areas allocated

in development plans. Any sites in rural areas should respect the scale of and not dominate, the nearest settled community, or place undue strain on local infrastructure

- o Para 26 advises weight to be given to effective use of brownfield land (previously development land), sites that are well-planned or soft-landscaped to positively enhance the environment and increase its openness, not enclosing sites with too much hard landscaping, fences or high walls and promoting healthy lifestyles such as adequate landscaping and playspace
- o Para 27 of this document that if a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites, this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission.

6.5 Local HDPF policy 26 seeks to protect the rural character from inappropriate development. Development must be considered essential to its countryside location and must be connected to one of the following: supporting agricultural or forestry needs, minerals or waste-related development, provide quiet informal recreation, or enable sustainable development of rural areas. Landform, character and landscape pattern should be protected and there should be no significant increase in the overall level of activity in the countryside.

6.6 The Council has recently successfully defended appeals against the refusal of planning permission for settled gypsy accommodation on land at Whiteoaks near Small Dole (ref: DC/17/1375) and at Millers Mead in Nuthurst (ref: DC/17/2534), and The Spoons (ref: DC/17/0865). As part of these appeal decisions the Inspector noted that the wording and objectives of Policy 23 of the HDPF are consistent with the new NPPF, and that while the unmet needs within the District for residential sites for Gypsies, Travellers and Travelling Showpeople, was a consideration of significant weight it did not automatically trigger the 'tilted balance'. This assesses the impact of the proposals, such as on the character of the appearance of the countryside and harmful effects on living conditions, weighed against the need to provide sites for gypsies and travellers to meet an identified shortfall.

6.7 In this instance, whilst it is recognised that the proposal lies outside of the BUAB of Storrington, where new residential development would ordinarily be resisted, the proposal would be well-sited and of a modest scale, with no adverse visual harm to the site or the wider countryside. As outlined below, this is considered a sustainable location with good links to the village of Storrington. Therefore, whilst outside the built-up-area, the scheme is considered appropriate and the proposal would help address an unmet need for gypsy pitches in the district.

Sustainable Development

6.8 Policy 23 of the HDPF requires that proposed gypsy and traveller sites are served by safe and convenient pedestrian and vehicular access, and should not result in significant hazard to other road users. Furthermore, there is an expectation that sites are located in or near existing settlements, within reasonable distance of a range of local services and community facilities, such as schools and essential health services.

6.9 In this instance, the applicant's wider site extends to the eastern side of Fryern Road, with the BUAB noted to lie along the western side of the road. The application site itself lies some 170m along the access track, which is designated as a PROW and which is noted by many of the representations as being well used by hikers and dog walkers. The site is therefore considered to be well located in terms of the wider residential development to the northern side of Storrington, where there are good pedestrian links and a PROW network through to the centre of the village.

- 6.10 The village of Storrington is provided with a good range of shops, local amenities, including a library and post office. HDPF policy 3 considers Storrington to be a 'Small Town / Larger Village' with a good range of services and facilities, community networks and local employment provision, which provide for day-to-day needs. The area is served by local bus routes, with bus stops noted on both sides of Fryern Road at the end of the access track to Fryern Park.
- 6.11 The proposal is therefore considered to be in accordance with HDPF policy 23 (d) in that the prospective occupants of the site would be well provided with a good range of local services available in Storrington, which are accessible by way of non-car based means of travel, and with schools being available in the locality and a short walk away (approx. 10mins).

Landscape Character:

- 6.12 NPPF para 127 (2018) requires development to function well and add to the overall quality of the area, to be visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and be sympathetic to local character, including the surrounding built environment and landscape setting.
- 6.13 Policy 23 (1) (e) of the HDPF is of particular significance given the location of the site in the countryside and its associated visual impact, which requires that the development 'will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties, and is sensitively designed to mitigate any impact on its surroundings.'
- 6.14 It is noted that the application site lies in a rural location, but the site has a very enclosed character by virtue of the fencing and hedging, both of which define the local field patterns which have evolved from pasture lands to the more prevailing horse paddocks that characterise this particular area on the northern fringes of Storrington, and within Fryern Park.
- 6.15 The emerging Storrington Neighbourhood Plan identifies this area north of the village as a 'Green Gap', and a 'Countryside protection view' (policies 8 and 9). In his examination of the plan, the Inspector noted that the policies are not intended to rule out any development of the area, merely to seek to protect identified views and to limit coalescence between Storrington and West Chiltington.
- 6.16 Taking the local and national planning policies into account, it is considered that the landscape in this area has undergone a shift from agriculture to a more equine purpose over the last 20 or so years, but that older and more established field boundaries remain in place and create a small patchwork pattern of fields. Within these, the application site nestles in and is screened on all sides by close-boarded fences and a well-maintained evergreen hedge, particularly to the south and west. Additional new planting has recently been introduced to the wider site to extend the hedge lines.
- 6.17 Of further note is the approved development comprising a 11.6m x 12.9m L-shaped stable block and associated hay store on land immediately adjoining the application site, also within the applicant's ownership, permitted under ref: DC/16/1659. The recent site visit revealed that works are underway on this adjacent site. The application site would therefore not detrimentally harm or obstruct the longer countryside views in this area, owing to the height and nature of the proposal, and the nature of the adjacent development already approved. Long-range views already are, and have been for a long while, curtailed by vegetated field boundaries and clusters of trees, dotted with the development comprising farm and residential properties, stables and mobile field shelters.

- 6.18 Visually, it is considered that the proposal would result in a limited physical impact on the wider character and openness of the rural area, owing to the location, scale and external appearance of the proposal. Therefore, there would be no adverse visual harm to the site or the wider countryside setting arising as a result of the limited physical development on the site, which would continue to be well-screened on all sides. Development on this plot of land would not adversely affect wider landscape qualities that prevail in this location, nor would the proposal affect high quality, versatile agricultural land or a green and open space that contributes to recreational purposes. It is noted that the site has been a fenced compound for many years. The development is also limited and would not lead to any significant coalescence between Storrington and West Chilton. Furthermore, the proposal is not considered to be of a level that 'overdominate' the character and scale of the nearest settled community.
- 6.19 The application site is currently defined by a strong linear hedgerow, which appears to be well-maintained to a height of over 2m, and which provides a good degree of screening of the site from the wider public vantage points along the lane and Fryern Road, where more distant views are only glimpsed through hedgerows and across paddocks. The proposal would seek to incorporate new planting and screening within the site's boundaries and this would be secured through condition.
- 6.20 It is therefore considered that the proposal would not create any conflict with the above policies.

Impact on neighbouring amenity:

- 6.21 HDPF Policies 23 and 33 of the HDPF requires consideration be had to the resulting amenities of neighbouring occupiers of nearby land and property, for example, through overlooking or noise.
- 6.22 The site is some 60m off the nearest corner of the residential plot at Fryern Park House, which fronts onto the lane, and some 260m away from the closest residential property to the north-west, Rose Cottage. As a result of the distances of separation involved, and the intervening landscape and built features, it is not considered that the scheme as proposed, would have an adverse impact on the privacy or amenity of the occupiers of the neighbouring residential properties.

Highways Impacts:

- 6.23 Local Policy 40 supports proposals which provide safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods, whilst Policy 41 requires adequate parking facilities within developments. Chapter 9 of the National Planning Policy Framework sets out that 'development should only be refused on transport grounds where the residual cumulative impacts of development are severe'.
- 6.24 As part of the Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) the site was discounted due to concerns over access. As part of this current application the Local Highways Authority has though commented that the site would be served by an established agricultural vehicular access point onto Fryern Road and that no material increase in traffic would occur to the public highway network. In addition, the scheme incorporates a passing bay which would represent an improvement both on the existing arrangement and that which was considered as part of the draft DPD. There are considered to be no reasons to take a different position to the Highway Authority and the proposed access arrangements would therefore be acceptable.
- 6.25 In terms of proposed parking levels at the property, the development would provide for parking and turning space within the property for at least three vehicles, in addition for further space within the site to be made available and accessed from the western corner,

where there is an established gated access to the site. This level of provision and on-site arrangement is considered sufficient to cater for the needs of the development.

Conclusions and Planning Balance:

- 6.26 It is acknowledged that the Council cannot currently meet the identified backlog of unmet gypsy and traveller accommodation need or future need in accordance with policies 21, 22 and 23 of the HDPF. The Council has prepared a revised Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) - Preferred Strategy - which is still undergoing review.
- 6.27 The site's location within the countryside but nearly adjacent to the BUAB of Storrington, along with the provision of a PROW network linking through to the centre of the village, have been taken into account, along with the likely additional increase in vehicular movements to/from the site.
- 6.28 Although the site would be located in what is designated as a rural area, it is closely linked to the established development pattern in the vicinity, including the stables and equine holdings adjacent to the site, and which prevail in the local area, and the recently permitted stable yard immediately adjoining the northern boundary of the application site. It is therefore considered that the amount of resulting development would not dominate the wider pattern of development in this area, lead to harm to the rural character and nature of the locality, or indeed adversely impinge on the countryside protection views and green gap identified in the emerging Storrington Neighbourhood Plan.
- 6.29 Overall, it is considered that there would be a modest benefit of providing further gypsy/traveller accommodation within the District, which would go some way to off-set the identified shortage of sites.
- 6.30 The proposal is therefore considered to be in line with local and national planning policies and would not lead to a significantly harmful development

7. RECOMMENDATIONS

7.1 That planning permission be granted subject to the following conditions:-

1 **Approved Plans**

2 **Standard Time Condition:** The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

3 **Pre-Commencement Condition:** No development shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: As this matter is fundamental to ensure that the development is properly drained and to comply with Policy 38 of the Horsham District Planning Framework (2015).

4 **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted, full details of the hard and soft landscaping works, including fences, gates and areas of hardstanding, shall be submitted to and approved, in writing, by the Local Planning Authority. The approved landscape

scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Any plants, which within a period of 5 years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policies 23, 25, 31 and 33 of the Horsham District Planning Framework (2015).

- 5 **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted, the car parking spaces, turning and access necessary to serve it shall be constructed and made available for use in accordance with approved drawing number [MBP/0902 - Plan 2]. The car parking spaces, turning and access shall thereafter be retained in accordance with the agreed details and made available for use as such.

Reason: To provide car-parking space for the use in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 6 **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted, provision for the storage of refuse/recycling shall be made in accordance with details to be submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the adequate provision of recycling facilities in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 7 **Regulatory Condition:** No more than 2 static caravans or mobile homes, and no more than 2 touring caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (or any Act revoking or re-enacting these Acts), to be stationed on the site at any time.

Reason: To avoid an overcrowded appearance and to secure satisfactory standards of space and amenity in accordance Policy 33 of the Horsham District Planning Framework (2015).

- 8 **Regulatory Condition:** This permission does not authorise use of the land as a caravan site by any persons other than Gypsies and Travellers, as defined in Annex 1 of Planning Policy for Traveller Sites (Department for Communities and Local Government 2015).

Reason: To enable the Local Planning Authority to control the use of the site and in accordance with Policies 21, 22 and 23 of the Horsham District Planning Framework (2015).

- 9 **Regulatory Condition:** Any touring caravans shall not be occupied by any person at any time whilst on the application site.

Reason: To enable the Local Planning Authority to control the use of the site and in accordance with Policy 21, Policy 22 and Policy 23 of the Horsham District Planning Framework (2015).

- 10 **Regulatory Condition:** No industrial, commercial or business activity shall be carried on from the site, including the storage of materials.
- Reason: In the interests of amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).
- 11 **Regulatory Condition:** No vehicle over 3.5 tonnes shall be stationed, parked or stored on the site.
- Reason: In the interests of amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).
- 12 **Regulatory Condition:** The utility/day rooms hereby permitted, as shown on drawings 2A & 3A, shall only be used for purposes ancillary to the use of the land at Fryern Park Farm as a Gypsy and Traveller site as defined in Annex 1 of the Planning Policy for Traveller Sites (Department of Communities and Local Government 2015), or any subsequent amendments and shall not be used as separate units of accommodation (including overnight accommodation).
- Reason: In the interests of amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).
- 13 **Pre-Occupation Condition:** Details of any external lighting of the site shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.
- Reason: In the interests of amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).